

IN THE CLAIMS:

Please cancel claims 1-5 in their entirety without prejudice nor disclaimer of the subject matter set forth therein.

1-5 (Canceled)

6. (Original) A air intake system for multi-cylinder engine comprising,  
a common intake passage for supplying-intake air to a combustion chamber of each cylinder,

a plurality of individual intake passages branching off from said common intake passage so as to supply the intake air to the combustion chamber of each cylinder,

a rotary-type throttle valve provided for each of the individual intake passages, including a valve body in a circular shape when viewed along its rotational axis which defines a space as a part of an intake passage, and being capable of linearly controlling the amount of intake air supplied into the combustion chambers, wherein, said individual intake passage comprises a low-speed branched intake passage and a high-speed branched intake passage which supply the intake air to said throttle valve, the inside of said valve body of the throttle valve is formed with an in-valve low-speed passage which is adapted to communicate said low-speed branched intake passage with the combustion chamber, and an in-valve high-speed passage which is adapted to communicate said high-speed branch intake passage with the combustion chamber; and

a control means-for controlling the opening of the throttle valve in accordance with the engine operational condition so that said low-speed branch passage and said in-valve low-speed passage are in communication with each other when the engine rotational speed is low, and the high-speed branch passage and the in-valve high-speed passage are in communication with each other when the engine rotational speed is high, and said in-valve low-speed passage is designed so as to be in full communication with said low-speed branch passage during the high speed operation.

7. (Original) The intake air system for the multi-cylinder internal combustion engine claimed in claim 6,

wherein said in-valve low-speed passage is defined by inner walls which are oppositely arranged in the valve body and are in parallel with the rotational axis of the throttle valve, and the central portions of said inner walls with respect to the direction of the intake flow are formed into a convex shape such that the central portions are closer to the rotational axis than the upstream end and the downstream end of the inner walls with respect to the intake flow.

8. (Original) The intake air system of a multi-cylinder internal combustion engine claimed in 6,

wherein a volume chamber is formed in a position where the common passage and the individual passage are connected with each other.